

1895
Public Works (190) Department.

RAILWAYS.

G.O., No. 734 R

1895
DATED 6-11-190 .

Includes 484 R of 26.2.95

[Despatch Abstract.]

Report by the Chief Auditor, Madras
Railway showing particulars of the working
of 3rd class traffic in the halfyear ended
30.6.95 Forwarding to the Government
of India a copy of —

Indexed

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	424	R	7-5-96				

SERIAL
115.15

No. 331 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Traffic.

To

The Joint Secretary to the Government of Madras
Public Works Department, Railway Branch.

Silla, the 3rd. July 1895.

Sir,

I am directed to request that, with the permission of His Excellency the Governor in Council, the Government of India may be favoured with a copy of all the returns that may be prepared by the Madras Railway showing the effect of the change of 3rd. class fares on that line made on 1st January 1895.

I have the honour to be,

Sir,

Your most obedient servant,

F. h. K. v. v. v.

Under Secretary.

Documents accompanying:-

211.

S. A.

W. CURRENT No. 5352

مس: 13.7.85

AL 13

5

Q no: 5352

2280

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5.7.95 Copy for
A.M. for Bava with
compliance.

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2280 423.10.95

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25/95

This case ad. now he separated
to show - a first part marked
initial. It will probably appear
the return, marked in first
of the Board's letter are
ent. I think. So.

9. *Thunbergia*

No. ^(No. 6445) 640

MADRAS RAILWAY.

RECEIVED
No. 17

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th July 1898

From

Theoffy Agent and Manager.
A.R.C.

To

The Consulting Engineer for Railways.

SIR,

With reference to your endorsement of 2980 of 15th July 1898 on copy of communication from the Government of India, I have the honour to inform you that a copy of the return shall be supplied in due course but no statements can be forwarded until after the close of the last half-year's accounts - about 2 months hence.

I have the honour to be,
Sir

Yours truly

Jul 28
1898

Yours most obedt Servt
A. R. C.

Theoffy Agent & Manager

3/25
17795

5

R. Form No. 12.

16.

SERIAL
No. 18

No. 484 R,

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

26th July 1895.

SIR,

With reference to
your letter No. 331 RT,
of 28 July 1895, I am
directed to state that
a copy of the return will
be supplied in due
course but no statement
can be forwarded
until after the close
of the last half year's
accounts - about two
months hence.

Yours
R

ESPACED
JUL 31
1895

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways

No.

Recd.

1895

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page.]

Form No. 10.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 26 July 1895.

To

A.M.

SERIAL

No. 10

No. 2424 Reply No. , dated

SIR,

With reference to
your No. 6448 dated
16.7.95 ^{say} please to have
to ~~request~~ that a copy
of the statement to ~~ref.~~
to in para 16 of Board's
letter no 918 dt 24.5.95
~~may also be submitted~~
in ~~due course~~ with the
the requirements of Govt

Reminders.

Wt 25/7

DEPT
20 JUL 95

File
2
A

130/7

130/7

சென்னை
No. 20

MADRAS, 29th October 1895.

The Agent and Manager,
M. R. Fay:

*The Consulting Engineer for Railways,
Madras.*

With reference to your endorsement N^o 2280 dated the 15th July last on a copy of a communication from the Government of India, I have the honour to forward herewith a copy of the Report by the Chief Auditor showing particulars of the working of third class traffic during the half year ended June 1895.

Sir
Your most obed^t servant,
Richard B.
Gen Agent & Manager.

Forward to Works

Y.H. 31/10

(Encls. 1)

W.D.

4696
20/10/95

MAADRAS RAILWAY.
From The Agent and Manager
To The Consulting Engineer
for Railways.
Dated 188
No.

His Excellency the Governor
Sir W. Bliss
4th Nov. 1905

SERIAL
21

The effect of raising the
third class fares for the
June 95 half year on the
Madras Ry from 14 to 20
pice per mile has been
that 440,000 fewer pas-
sengers have travelled com-
pared with June 94 half
year but the earnings have
been nearly 3,20,000/- less.

I am unable to say
whether the number of
passengers is on the in-
crease but this half year
working will enable this
to be ascertained -

Hardly is - I think - as the break
on the G. I. P. will be a most
disturbing factor on the receipts of
the Madras Railway till through
running is re-established.

W 28
4/11/95
2 Nov

The papers should go on
to India in reply to
their letter 331 of 3 July 95

FRM 4/95

The decrease in No. of pas-
sengers seems to me very
large - more than I had thought
at all likely

W 28
4/11/95

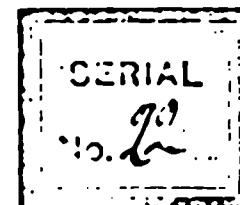
- 4.79% number
+ 10.79% earnings

28

Issue 2nd 5/95

Circ 11.95. R 511

B. Form No. 12.



No. 734. D

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

4th November 1895.

SIR,

With reference to
your letter No. 331 R.T.,
of 3rd July 1895, I am
directed to forward here
with a copy of Report
by the Chief Auditor
Madras Railway showing
particulars of the
working of 3rd class
traffic in the half
year ended 30 June 1895.

F.H.

Documents accd?
Report by Chief Auditor
referred to.

Fair despd in R. office
on 6. 11. 95

MADRAS RAILWAY COMPANY,
CHIEF AUDITOR'S OFFICE,

Madras, 9th October 1895.

To

THE AGENT AND MANAGER,

Madras Railway Company.

DEAR SIR,

1. I have the pleasure to give the following particulars of the working of the Third Class Traffic during the June 1895 half-year, and comparison of the results obtained with those of the corresponding half-year of 1894.

2. In June 1894 half-year the Third Class passenger fares were:—

2½ pias per mile by Mail Train (excepting between Podanur and Calicut).
1½ " " " " between Podanur and Calicut.
1½ " " " Ordinary Day Trains.

3. In June 1895 half-year the Third Class passenger fares were:—

2½ pias per mile by Mail Train (excepting between Olavakkot and Tirur).
2 " " " " between Olavakkot and Tirur both in local and through bookings.
2 " " " Ordinary Day Trains.

Exceptions:—Where the fares between Madras Railway Stations were cheaper by a Foreign Route, the Madras Railway fares have in certain cases been reduced to the fares by the competing routes.

B/-
No 734 R. dated 6.11.95

4. The following compares the results of the half-years of 1893 and 1894.

Third Class	No. of Passengers	Net Mileage	Earnings
Mail Traffic, June 1893	715,012	11,601,812	873,847
" " 1894	674,073	11,551,333	818,270
Day " " 1893	333,707	11,431,664	1,143,029
" " 1894	302,819	10,872,910	1,031,275
Excess Mail " " 1893	2,000	1,171,339	11,145
" " 1894	3,075	1,051,881	11,761
Return " " 1893	1,034	631,178	8,223
" " 1894	3,774	817,651	8,725
Troops and Police Mail, June 1893	21,945	1,191,614	22,440
" " 1894	21,312	1,131,157	21,677
June 1893	436,551	11,601,812	1,007,745
June 1894	431,954	11,551,333	979,973
Increase	4,597	50,479	27,772
Decrease	5,000	50,479	27,772
Season tickets, June 1893	174,131	1,001,850	2,436
" " 1894	151,781	1,273,885	8,417

5. Eliminating Troops and Police, Return, Excess, and Season Ticket traffic, the following is a comparison of the results of the two half-years.

Third Class	No. of Passengers	Net Mileage	Earnings
Mail Traffic, June 1893	715,012	11,601,812	873,847
" " 1894	674,073	11,551,333	818,270
Increase	40,939	50,479	55,577
Day Traffic, June 1893	333,707	11,431,664	1,143,029
" " 1894	302,819	10,872,910	1,031,275
Increase	30,888	558,754	111,754
Total Traffic, June 1893	1,048,719	23,033,476	1,916,876
" " 1894	976,892	22,424,243	1,849,545
Increase	71,827	609,233	67,331

6. In the following statement the traffic shown in the previous paragraph is separated into seven sections of the line.

Statement of the number of Passengers and the Earnings from 3rd Class Mail and Day trains showing the proportion of traffic from each section to each of the following seven sections of the line, excluding Troops and Police, Return, Excess and Season ticket traffic, for the half-years ending 30th June 1893 and 1894.

Section.		Local to section.		Proportion of traffic passing over sections.		Total.		
Mail Traffic.		No.	Ra.	No.	Ra.	No.	Ra.	
I	{ Madras to Jalarpet (inclusive) ...	1895 ...	87,079	43,077	59,333	83,582	146,411	1,26,650
		1894 ...	53,215	24,531	42,395	38,916	97,842	62,677
II	{ Jalarpet (exclusive) to Podanur (inclusive) ...	1895 ...	45,911	17,873	44,605	75,407	90,547	93,340
		1894 ...	41,555	15,639	37,343	36,280	67,104	71,539
III	{ Bangalore Branch ... (Jalarpet to Bangalore)	1895 ...	21,347	7,857	18,973	40,020	43,323	48,883
		1894 ...	21,576	6,635	14,470	29,761	35,446	35,399
IV	{ Mettupalaiyam Branch ...	1895 ...	49,101	11,310	25,621	6,749	73,725	19,000
		1894 ...	37,663	8,067	21,211	4,145	59,376	12,212
V	{ Podanur (exclusive) to Calicut ...	1895 ...	242,359	73,496	19,148	22,311	261,305	97,797
		1894 ...	154,747	62,691	15,464	13,503	170,211	76,334
VI	{ Arkonam (exclusive) to Cuddapah (inclusive) ...	1895 ...	9,498	4,839	15,017	70,291	27,509	74,023
		1894 ...	6,333	2,979	14,613	62,993	21,149	55,574
VII	{ Cuddapah (exclusive) to Raichur ...	1895 ...	47,509	27,619	24,490	78,467	71,999	1,06,116
		1894 ...	36,740	19,834	17,724	60,423	54,466	89,257
Total Mail ...		{ 1895 ...	604,829	1,88,021	210,191	377,748	715,019	5,65,407
		{ 1894 ...	616,867	1,39,899	164,627	2,76,311	679,495	4,16,270
Day Traffic.								
I	{ Madras to Jalarpet (inclusive) ...	1895 ...	1,139,383	2,64,959	234,361	1,50,166	1,373,744	4,15,125
		1894 ...	1,303,616	2,29,942	276,197	1,40,956	1,579,703	3,69,795
II	{ Jalarpet (exclusive) to Podanur (inclusive) ...	1895 ...	331,355	89,111	144,450	1,08,708	478,814	1,08,939
		1894 ...	367,771	69,663	163,337	96,257	633,108	1,65,926
III	{ Bangalore Branch ... (Jalarpet to Bangalore)	1895 ...	298,501	73,174	91,384	1,15,038	389,895	1,84,232
		1894 ...	313,031	55,210	102,767	93,039	415,799	1,49,264
IV	{ Mettupalaiyam Branch ...	1895 ...	73,891	13,293	74,330	13,369	148,212	26,651
		1894 ...	79,321	10,360	64,126	11,811	162,647	22,171
V	{ Podanur (exclusive) to Calicut ...	1895 ...	331,721	60,087	21,894	26,908	356,615	95,995
		1894 ...	365,212	56,159	24,755	24,215	392,970	79,363
VI	{ Arkonam (exclusive) to Cuddapah (inclusive) ...	1895 ...	277,890	60,107	132,303	83,891	410,189	1,50,908
		1894 ...	328,190	63,721	150,900	84,674	479,090	1,41,393
VII	{ Cuddapah (exclusive) to Raichur ...	1895 ...	354,858	1,01,590	43,417	59,129	398,276	1,60,719
		1894 ...	415,257	64,033	63,731	59,292	465,791	1,43,337
Total Day ...		{ 1895 ...	2,813,591	6,76,341	742,175	5,67,318	3,755,767	12,43,650
		{ 1894 ...	3,174,498	8,51,105	8,17,610	5,13,173	4,032,109	10,74,278
Grand Total ...		{ 1895 ...	3,318,419	8,64,302	952,366	9,45,104	4,270,790	18,09,466
		{ 1894 ...	3,691,368	7,01,094	1,020,235	7,89,484	4,711,664	14,90,459

* These numbers represent the through bookings originating on the Sections.

7. Statement showing the number of Passengers, and the Earnings from 3rd Class Mail over each section excluding Troops and Police, Return, Excess, and Season Tickets for the

Bookings for Section.	Description.		Bookings at Sections.					
			I.		II.		III.	
			No.	Ra.	No.	Ra.	No.	Ra.
I.	Mail ...	Local ...	87,078	43,077	...	...	...	...
	" ...	Proportion ...	...	42,611	11,102	9,145	10,331	15,109
II.	Day ...	Local ...	1,139,383	254,950	...	...	...	...
	" ...	Proportion ...	...	70,061	47,391	12,772	77,070	35,411
III.	Mail ...	Local ...	...	...	45,941	17,873	...	...
	" ...	Proportion ...	12,731	30,784	...	22,119	6,907	10,127
IV.	Day ...	Local ...	...	...	334,355	68,141	...	...
	" ...	Proportion ...	48,778	21,293	...	43,800	11,145	9,801
V.	Mail ...	Local ...	...	...	...	...	24,847	7,957
	" ...	Proportion ...	17,675	15,451	7,421	7,073	...	16,608
VI.	Day ...	Local ...	...	...	...	...	298,501	73,174
	" ...	Proportion ...	79,972	48,575	12,749	8,622	...	55,853
VII.	Mail ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	2,730	541	16,504	2,027	1,100	220
VIII.	Day ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	2,506	508	50,447	5,258	849	150
IX.	Mail ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	2,502	2,480	9,474	4,404	507	398
X.	Day ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	1,759	1,393	24,593	11,072	909	543
XI.	Mail ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	8,008	28,610	16	141	91	69
XII.	Day ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	95,253	38,790	835	142	490	279
XIII.	Mail ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	15,296	26,533	89	178	26	83
XIV.	Day ...	Local ...	...	...	...	...	...	...
	" ...	Proportion ...	6,081	8,680	39	61	10	29
XV.	Mail ...	Local ...	87,078	43,077	45,941	17,873	24,847	7,957
	" ...	Proportion ...	50,833	137,020	44,605	45,221	19,075	42,832
XVI.	Day ...	Local ...	1,139,383	254,950	334,355	68,141	298,501	73,174
	" ...	Proportion ...	234,861	1,95,291	144,459	82,828	91,234	102,126
Total.	Mail ...	Local ...	146,411	1,80,997	90,847	63,034	43,323	50,789
	Day ...	Local ...	1,373,744	4,80,250	478,814	1,70,969	399,885	1,75,300

Note.—The numbers reading downwards represent the passengers booked at the Section shown in the heading to the Section on the left.
The money reading across shows the earnings due to each Section on the left on bookings from the section entered at the top.

and Day Trains separately on traffic local to each of the following sections, and on traffic passing half-year ending 30th June 1895.

Bookings at Sections.									
IV.		V.		VI.		VII.		Total.	
No.	Ra.	No.	Ra.	No.	Ra.	No.	Ra.	No.	Ra.
...	...	...	...	...	...	...	...	87,078	43,077
1,907	3,047	2,785	4,193	7,727	2,510	15,385	6,929	49,301	83,582
...	...	...	...	...	...	...	...	1,139,383	2,64,959
2,015	1,840	1,611	1,421	96,367	10,965	6,723	1,706	231,980	1,50,166
...	...	...	...	...	...	...	...	45,941	17,873
16,814	11,007	8,991	10,353	4	88	67	990	42,318	75,467
...	...	...	...	...	...	...	...	334,355	69,141
61,495	23,679	8,940	9,824	167	103	19	211	130,445	1,08,793
...	...	...	...	...	...	...	...	24,847	7,957
967	1,071	545	555	29	31	50	44	26,687	40,926
...	...	...	...	...	...	...	...	298,501	73,174
1,006	930	1,275	903	152	163	13	12	95,298	1,15,059
49,101	11,340	...	...	...	...	...	...	43,101	11,319
...	2,181	9,753	689	15	8	296	89	30,409	6,749
73,891	13,243	...	...	...	...	...	...	73,891	13,283
...	6,877	10,021	534	13	2	113	29	73,011	13,368
...	...	242,359	75,480	...	...	...	...	242,359	75,486
8,931	3,105	...	11,687	2	10	133	147	19,851	22,311
...	...	334,721	69,087	...	...	...	...	334,721	69,057
9,830	3,616	...	10,270	10	5	12	9	27,114	26,908
...	...	...	9,492	4,639	...	...	...	9,492	4,639
2	223	15	92	...	11,229	8,537	29,890	16,780	70,234
...	...	...	...	277,890	60,107	...	...	277,890	60,107
2	6	3	54	...	38,061	36,534	15,963	132,624	93,891
...	...	...	...	...	...	47,509	27,649	47,509	27,649
143	335	53	123	10,239	12,902	...	39,273	25,845	78,467
...	...	...	...	...	...	354,858	1,01,500	354,858	1,01,590
3	2	40	79	35,563	18,637	...	31,634	41,702	59,129
49,101	11,340	242,359	75,480	9,492	4,639	47,509	27,649	304,828	1,68,021
25,624	21,969	19,146	27,694	19,017	26,789	21,400	76,261	210,191	3,77,756
73,891	13,293	334,721	69,087	277,890	60,107	354,858	1,01,500	2,813,591	6,76,341
74,350	36,851	21,894	23,065	132,309	77,531	43,417	40,509	712,175	8,67,318
73,725	33,309	261,505	1,03,180	27,609	31,423	71,909	1,03,910	715,019	5,65,907
143,243	50,134	356,015	92,172	410,169	1,43,645	399,276	1,51,189	3,555,767	12,43,659

the Section on the left.
entered at the top.

3. Statement shewing the number of Passengers, and the earnings from 3rd Class passing over each Section, excluding Troops and Police, Returs, Excess, and Season Tickets for

Section.	Description.	Bookings at Sections.					
		I.		II.		III.	
		No.	Ra.	No.	Ra.	No.	Ra.
I.	Mail ... Local ...	55,245	24,831	...	...	...	...
	" ... Proportion ...	...	23,765	7,108	6,453	6,832	9,931
	Day ... Local ...	1,303,516	224,042	...	...	...	...
	" ... Proportion ...	...	65,716	88,664	13,664	89,708	30,383
II.	Mail ... Local ...	...	...	44,558	15,689	...	...
	" ... Proportion ...	9,200	14,053	...	18,449	4,406	7,133
	Day ... Local ...	...	...	367,771	69,669	...	...
	" ... Proportion ...	61,261	20,009	...	23,170	10,268	7,631
III.	Mail ... Local ...	...	...	...	...	21,276	8,838
	" ... Proportion ...	10,954	9,803	4,608	4,425	...	11,256
	Day ... Local ...	...	...	...	...	313,631	66,210
	" ... Proportion ...	92,251	89,690	10,695	6,811	...	45,771
IV.	Mail ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	2,156	423	15,120	1,211	797	184
	Day ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	3,275	457	70,658	4,556	967	133
V.	Mail ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	2,050	1,243	9,573	3,511	321	163
	Day ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	2,159	1,226	24,948	8,823	657	823
VI.	Mail ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	6,993	23,117	43	63	7	34
	Day ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	106,899	36,235	403	109	1,162	630
VII.	Mail ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	12,183	20,201	26	53	18	43
	Day ... Local ...	...	...	...	...	...	...
	" ... Proportion ...	8,952	9,832	60	82	11	13
Total	Mail ... Local ...	55,245	24,831	41,889	15,659	21,376	8,838
	" ... Proportion ...	42,506	29,308	36,613	31,570	14,470	31,838
	Day ... Local ...	1,303,516	2,24,945	367,771	69,669	313,031	66,210
	" ... Proportion ...	278,187	1,75,040	163,337	71,974	102,767	90,643
Grand Total		Mail ...	97,843	1,23,339	81,101	47,222	35,846
		Day ...	1,579,703	401,931	533,108	147,643	415,799

Note.—The numbers reading downwards represent the passengers booked at the Section shown in the heading to the money reading across shows the earnings due to each Section on the left on bookings from the Section

Mail and Day Trains separately on Traffic Local to each of the following sections, and on traffic the half-year ending, 30th June 1894.

Bookings at Sections.									
IV.		V.		VI.		VII.		Total.	
No.	Ra.	No.	Ra.	No.	Ra.	No.	Ra.	No.	Ra.
...	...	...	...	...	...	...	...	55,245	24,831
1,416	2,291	2,370	8,602	5,432	1,566	12,681	5,186	87,845	58,846
...	...	...	...	...	...	...	...	1,303,516	2,28,942
2,849	2,078	1,702	1,304	108,406	16,747	10,360	1,971	271,748	1,40,854
...	...	...	...	...	...	...	...	44,658	15,659
13,799	7,802	7,739	10,302	2	22	23	480	85,304	56,280
...	...	...	...	...	...	...	...	367,771	69,669
67,000	21,623	9,947	7,005	245	77	36	88	160,343	96,237
...	...	...	...	...	...	...	...	21,376	8,838
662	718	429	471	13	15	36	33	16,700	29,761
...	...	...	...	...	...	...	...	313,031	66,210
1,240	891	1,266	603	439	392	32	20	106,674	93,059
37,665	8,067	...	...	...	...	...	...	37,665	8,067
...	1,029	4,823	280	8	2	15	47	23,127	4,145
78,521	10,360	...	...	...	...	...	...	78,521	10,360
...	6,113	11,798	547	7	1	24	4	56,630	11,811
...	...	314,747	62,601	...	...	...	...	314,747	62,601
5,254	1,846	...	6,752	...	...	53	40	17,257	13,503
...	...	368,212	56,158	...	...	...	...	368,212	56,158
12,072	8,333	...	9,503	9	5	23	13	39,806	23,225
...	...	...	...	6,535	2,979	...	...	6,535	2,979
2	117	4	164	...	6,985	4,779	23,513	10,829	52,993
...	...	...	...	328,190	55,721	...	...	328,190	55,721
3	12	3	42	...	34,704	43,059	17,042	151,529	89,674
...	...	...	...	...	...	36,740	19,834	36,740	17,834
73	178	101	237	9,168	9,363	...	30,351	21,559	60,423
...	...	...	...	...	...	415,257	84,045	415,257	84,045
11	15	43	67	41,793	19,876	...	29,917	50,879	59,292
37,665	8,067	314,747	62,601	6,535	2,979	37,740	19,834	516,667	1,39,809
21,211	11,904	15,464	21,608	14,613	17,953	17,728	60,659	162,627	2,78,311
78,521	10,360	368,212	56,158	328,190	55,721	415,257	84,045	3,174,498	5,61,105
84,126	31,049	21,758	19,961	150,900	71,302	53,534	49,055	857,610	5,13,173
58,876	23,031	330,211	84,499	21,149	20,932	51,484	79,481	879,496	4,16,210
162,647	44,409	392,970	76,119	479,090	127,223	468,791	133,100	4,032,109	10,74,278

the Section on the left entered at the top.

9. From the particulars given above it is seen that there has been an increase in the "Mail" traffic of 35,524 passengers and Rs. 1,49,597. But if we exclude all traffic appertaining to the section Podanur-Calicut we find that the "Mail" bookings give the following results:—

Comparison of Mail train traffic excluding the Podanur-Calicut Section:—

Third Class.	Local to Section.		Proportion of traffic passing over sections.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.
June 1895	262,449	1,12,535	210,191	3,53,475	472,640	4,66,010
" 1894	207,120	77,203	162,671	2,62,443	369,791	3,39,656

10. These figures show that there has been an increase of 107,912 passengers and Rs. 1,28,354 on six of the seven sections, and a decrease of 72,398 passengers and increase of Rs. 21,243 in the traffic carried in Mail trains between Podanur and Calicut. The latter decrease in numbers carried is due to the fact that in June 1894 half-year passengers were conveyed in Mail trains between Podanur and Calicut at 1½ pice per mile, while in the June 1895 half-year the fare was 2½ pice per mile, except between Olavakkot and Tirur where the charge was 2 pice per mile.

11. In accordance with the instructions contained in your letter, No. ⁶⁴⁴¹/₇₅₇₀ of 10th August, the undermentioned traffic has been included in the foregoing statements under the head of "Mail" traffic in order that the comparison for the two periods may be applied to the same length of line.

In Mail trains between Olavakkot and Tirur for June 1895 half-year carried at 2 pice per mile.

In Mail trains between Podanur and Calicut for June 1894 half-year carried at 1½ pice per mile.

12. With reference to paragraph 3 of the Secretary's letter, No. 918, dated 24th May 1895, the following are particulars of the traffic mentioned in the previous paragraph of this report.

13. Traffic carried in Mail trains between Olavakkot and Tirur in June 1895 half-year at 2 pice per mile (excluding Troops and Police, Excess, Return and Season.)

No. of Passengers booked locally.	Earnings.	Proportion of through bookings.	Total Earnings.	Unit Mileage.
	Rs.	Rs.	Rs.	
113,623½	24,518	27,311	51,829	4,975,594

14. Traffic carried in Mail trains between Podanur and Calicut in June 1894 half-year at 1½ pice per mile (excluding Troops and Police, Excess, Return and Season.)

No. of Passengers booked locally.	Earnings.	Proportion of through bookings.	Total Earnings.	Unit Mileage.
	Rs.	Rs.	Rs.	
816,747	62,691	13,863	76,554	9,796,912

15. Treating the above as though carried in Ordinary Day trains the following is a comparison of the Results of the two half-years June 1895 and June 1894 (excluding Troops and Police, Excess, Return and Season.)

Third Class.	No. of Passengers.	Unit Mileage.	Earnings.
			Rs.
Mail Traffic, June 1895	601,190½	32,625,229	5,13,979
" " 1894	364,744	20,083,577	3,39,656
Increase	236,442½	13,539,032	1,74,323
Day Traffic, June 1895	3,860,593½	124,406,250	12,95,444
" " 1894	4,316,536	147,306,419	11,30,532
Increase	...	...	1,44,656
Decrease	677,900½	22,900,168	...
Total Traffic, June 1895	4,270,780	161,031,479	19,09,463
" " 1894	4,711,604	173,392,015	14,90,469
Increase	...	...	3,19,979
Decrease	440,818	9,360,536	...

16. For traffic between stations on our South-West Line west of Arkonam, and stations on our North-West Line north of Puttur it was found that the fares were generally cheaper by one of the following Routes:—

1. Via Bangalore S. M. Ry. and Guntakal.
2. " Katpadi S. I. Ry. Dharmavaram and Guntakal.
3. " Katpadi S. I. Ry. and Renigunta.

17. To retain the traffic on our line the fares via Arkonam have in many cases been made to correspond with the fares by the above named routes with the result that the following passengers travelled throughout by our route who otherwise would have travelled by the foreign routes mentioned respectively, viz.:—

	Mail.	Day.
1	983½	353½
2	994½	235½
3	170	1,397
Total	2,148	1,986

18. Comparative statement showing the number of Passengers booked by each station to each other station contiguous to it and the earnings therefrom for the June 1895 and 1894 half-years (excluding Troops and Police, Excess, Return and Season.)

Stations.	MAIL.				DAY.			
	No.		Rs.		No.		Rs.	
	1895.	1894.	1895.	1894.	1895.	1894.	1895.	1894.
Rayapuram	35	263	2	13	22,654½	26,463	817	823
Washermanpet	127	240	8	11	24,842½	26,160	703	816
Madras	5,815½	5,975	363	280	22,250	26,250	803	823
Mount Road	28	80	2	1	481½	413	19	14
Perambur	2,997	3,449	191	162	41,724	42,195	1,566	1,317
Connar	...	...	...	...	2,232½	2,234	72	70
Ambattur	...	...	...	...	1,225½	1,733	49	54
Avadi	...	...	...	...	2,080½	2,673	113	117
Tinnasur	...	...	...	...	2,112½	2,754	116	131
Revvapet Road	...	...	...	...	2,377½	3,123	110	109
Trivellore	...	...	...	...	4,631	5,653	197	175
Kadambattur	...	...	...	...	4,500	5,970	186	180
Carried forward...	9,002½	9,976	556	467	133,773	143,613	4,811	4,634

Stations.	MAIL.				PAT.			
	No.		Rs.		No.		Rs.	
	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.
Brought forward...	9,002	9,976	556	467	133,772	143,617	4,811	4,634
Manur	...	...	...	...	1,429	2,057	60	63
Chinnampet	...	...	...	...	417	439	16	22
Manur	...	...	...	...	1,499	1,513	37	37
Arkonam	700	635	89	104	15,440	14,760	1,341	1,129
Tiruttani	1,117	1,220	140	153	12,330	10,221	943	944
Ponjodi	...	...	...	...	2,439	4,456	135	135
Nagari	...	...	...	...	1,260	1,623	70	73
Vejungudi	...	...	...	...	1,218	1,624	67	73
Putti	...	...	...	...	6,376	6,393	673	677
Pudi	10	...	1	...	9,132	9,456	732	681
Renigunta	...	...	...	...	4,045	6,252	309	364
Manandara	...	...	...	...	2,045	2,546	200	231
Peddapadu	...	...	...	...	1,367	1,367	103	104
Koduru	...	...	...	...	2,534	2,724	216	212
Crampadu	...	...	...	...	2,775	2,700	237	219
Reddipalli	...	...	...	...	4,183	6,106	227	262
Bazampeta	150	167	14	16	5,049	7,004	194	240
Nandalur	619	674	40	104	8,312	9,757	471	440
Vontimitta	163	94	25	13	5,346	6,446	604	504
Siddharattam	5	...	1	...	1,652	2,475	158	165
Cuddapah	3	...	1	...	1,624	2,211	120	134
Krishnapuram	...	...	...	...	2,368	2,134	139	132
Gangayapalli	...	...	...	...	5,021	3,427	171	147
Kamalapuram	...	...	...	...	1,139	1,674	67	67
Yerragudi	...	...	...	...	990	1,133	65	66
Yerraguntla	...	...	...	...	643	661	31	31
Kalamala	...	...	...	...	644	733	37	35
Muddanura	...	...	...	...	1,602	1,545	131	126
Mangapatnam	...	...	...	...	996	1,209	84	83
Kondapuram	...	...	...	...	800	1,164	76	81
Vanganur	...	...	...	...	1,534	2,415	146	165
Tadipatri	...	...	...	...	5,121	7,341	430	497
Pennuru	45	...	4	...	4,421	6,531	345	427
Royalcheruvu	...	...	...	...	1,196	2,003	100	125
Jakkalacheruvu	...	...	...	...	1,490	2,417	120	152
Gooty	...	...	...	...	2,404	3,344	237	212
Patakottacheru	...	...	...	...	2,157	2,340	130	174
Timmanacherla	207	261	16	16	1,035	1,233	70	69
Guntikal Junction	207	152	13	10	607	630	29	23
Nacherla	...	...	...	...	550	415	23	22
Molugavalli	...	...	...	...	203	276	16	17
Asjari	...	...	...	...	467	2,211	103	239
Nagarur	...	...	...	...	1,440	...	134	...
Adoni	119	...	22	...	7,161	9,127	638	626
Kepgal	...	...	...	...	6,034	7,461	630	553
Kongu	270	346	31	43	2,157	2,353	187	271
Tangabhadra	163	160	19	20	2,451	2,845	202	193
Natamari	...	...	...	...	6,732	6,540	741	749
Raichur	...	...	...	...	4,487	7,192	653	674
Munnai	...	...	...	...	4,833	6,836	369	370
Sholinghur	...	...	...	...	1,608	2,441	97	114
Thalangai	...	...	...	...	1,401	2,056	76	62
Aroor	...	...	...	...	2,237	4,159	130	203
Ponnai Road	...	...	...	...	1,074	...	42	...
Tiruvallam	...	...	...	...	6,244	10,027	642	677
Katpadi	...	...	...	...	7,247	9,067	670	629
Latteri	...	...	...	...	2,535	2,962	118	92
Vrischipuram	...	...	...	...	4,271	6,046	321	243
Gediyattam	160	17	15	8	4,727	5,021	366	306
Cili	...	...	...	...	1,350	1,426	78	57
Mallipatti	292	181	37	23	7,646	6,923	639	536
Amhur	132	54	17	7	6,040	6,640	492	623
Vinnamangalam	...	...	...	...	2,435	2,560	134	139
Vaniyambadi	...	...	...	...	2,501	2,863	146	134
Kettandapatti	...	...	...	...	2,502	2,635	118	124
Jalarpet	1,346	1,674	124	164	13,022	16,061	797	733
Patchur	94	77	11	9	2,175	2,445	260	210
Mulasur	16	20	2	3	2,044	4,331	247	179
Kaynam	117	224	10	22	4,147	7,043	300	563
Gedupalli	...	6	...	1	3,643	6,551	214	357
Husantham	...	...	...	...	690	...	23	...
Kammasudram	80	112	11	16	7,205	10,001	613	625
Bowringpet	777	767	99	56	12,015	14,545	1,024	906
Tyatal	114	60	2	9	9,022	10,446	851	757
Malur	31	63	4	7	4,840	6,664	462	413
Devankundi	19	25	2	2	2,023	2,846	158	163
Whitefield	204	228	19	21	2,901	3,349	140	159
Krishnarajapuram	331	439	37	46	6,304	6,455	354	332
Carried forward...	10,517	17,570	1,430	1,379	421,731	515,215	23,156	27,507

Stations.	MAIL.				PAT.			
	No.		Rs.		No.		Rs.	
	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.
Brought forward...	14,517	17,570	1,430	1,379	421,731	515,215	23,156	27,507
Bangalore Cant.	2,177	2,617	210	172	7,318	7,025	418	592
Bangalore City	2,066	1,967	131	89	6,417	6,040	275	190
Triplicane	438	734	60	63	13,351	14,511	810	880
Kumbakonam	...	...	...	...	5,222	6,594	413	412
Kamalpatti	...	...	...	...	1,003	1,349	74	44
Kallavi	...	...	...	...	2,433	3,067	231	210
Morappur	...	...	...	...	2,250	3,044	234	220
Baddireddipatti	...	...	...	...	1,270	1,750	96	94
Mallaperam	46	24	7	4	1,952	2,640	193	159
Kadiampatti	24	65	4	9	1,560	1,959	170	166
Thinnappatti	64	869	60	130	6,051	10,469	641	607
Salem	422	631	...	...	8,504	12,735	853	919
Ariyanur	...	...	...	...	3,614	6,310	236	262
Donald's Choultry	214	141	83	22	3,041	4,127	328	373
Bankandrog	393	317	61	62	1,976	4,442	222	369
Ana-gur	...	...	...	...	1,004	...	64	...
Cauvery	470	...	75	...	1,170	2,355	35	153
Errol	...	...	...	...	2,452	2,233	170	132
Totiyapalayam	...	...	...	...	1,526	2,044	82	44
Perundurai	...	...	...	...	573	645	41	65
Vizianagalam	...	...	...	...	734	621	20	26
Uttukuli	...	...	...	...	419	621	34	31
Kulipalayam	...	...	...	...	739	1,318	132	136
Tiruppur	474	340	44	45	2,790	8,003	152	76
Mangalam	891	923	84	67	2,247	1,664	126	40
Somanur	324	317	31	33	815	650	51	31
Sulur	244	271	27	26	604	621	47	43
Singanailur	339	235	33	28	1,024	916	743	706
Podanur	5,477	7,257	371	361	17,556	23,413	752	628
Coimbatore	4,872	5,768	329	353	17,841	19,591	91	64
Tadiyalar	2,244	2,051	215	192	1,815	1,472	49	44
Periyankannampalayam	963	647	90	71	657	747	296	191
Karamadai	2,424	2,014	124	109	4,008	3,771	296	216
Mottapalayam	1,871	1,912	178	173	6,007	5,252	356	210
Madubani	741	165	70	8	1,711	3,171	114	56
Walayar	653	591	60	51	405	469	33	159
Kanyikod	919	1,173	109	77	883	2,266	267	131
Olavakkot	6,397	7,101	322	235	4,024	1,542	60	43
Palghat	2,304	2,131	67	67	1,581	1,542	100	104
Parli	1,784	2,377	116	111	1,586	2,192	100	47
Mankarai	751	976	42	37	1,377	1,673	57	61
Lakkitt	1,720	2,457	90	102	1,415	1,873	161	153
Ottappalam	1,770	2,578	146	146	2,179	3,474	209	230
Shoranur	3,120	3,926	268	241	2,795	3,640	209	124
Pattambi	2,068	2,662	157	159	1,978	2,163	151	124
Palliporam	924	1,134	57	53	917	1,171	56	52
Kuttiyapuram	1,005	1,336	55	52	600	1,109	44	45
Edakkolam	1,421	1,562	76	61	1,101	1,813	61	75
Tirur	2,028	3,092	170	145	3,739	4,474	317	330
Tasur	2,205	5,489	240	257	6,759	7,141	320	330
Parpanangadi	2,054	4,433	180	209	6,573	7,436	415	310
Kadalundi	658	2,629	64	145	3,494	4,448	225	214
Feroke	1,691	1,561	146	65	5,177	5,527	274	214
Kallayi	156	4,047	10	6	8,272	9,454	462	439
Calicut	...	216	10	6	470	318	13	10
Total	62,246	99,912	6,515	6,001	607,379	741,718	40,080	39,309

Yours faithfully,
 FRED. DUNSTERVILLE,
 Chief Auditor.

SERIAL
No. 23

No 626 R.T.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

All communications
should be addressed
to the Secretary.

END. TO S. P. 4908. 1905.
LETTER NO. 1012. 13-11-95
C. C.

To
The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 25th October 1895.

Sir,

With reference to correspondence ending with your
letter No. 484 R, dated the 26th July 1895, regarding the
effect of the change of 3rd class fares on the Madras
railway made on 1st January 1895, I am directed to enquire
when the statements therein referred to may be expected.

I have the honour to be,

Sir,

Your most obedient servant,

G. Anderson

Assistant Secretary.

Document's accompanying :-

Nil.

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C
65

Recd 4.11.95

C
No 3381 C of 11 - November
1895

Recorded, reply
having been sent
with no 734 R dated
6th November 1895.

No 3381 C of 11 - November
1895

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R.